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An ice blockade is reported to have already set in on the St. Clair River.

PORT HURON.

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Captain Dan Stalker, of the schooner M. W. Paige, is hear fitting out his boat.

Lake Huron is full of solid blue ice as far up as Lexington.

Captain Ed. Chisholm, of the schooner C H. Burton, has bought part of the outfit of the sunken schooner S. J. Tilden.

Jas. J. Lynn, the associated press marine reporter and A. R. Ballentine, of this city have just purchased the powerful tug Mollie Spencer. She is wintering at Duluth and will be here just as soon as the ice will let her though. They will use her for harbor towing at this port.

Captain Dave Hutchinson, will sail the tug Winslow this season.

The new steamship building at Simon Langell's yard, at St. Clair, will be launched in about three weeks. Captain Geo. McLeod says that she will be the finest wooden boat afloat.

Captain J. J. Riordan, of Chicago, was in the city last week, on business for his new firm.

Captain Eddie Thorp, left with the steambarge Jim Sheriff's, for Detroit, where she will load grain for Buffalo. She is the first boat to depart for below.

Captain John Rice, of Smith & Davis, is in this city, on business for his firm.

Lakes Michigan, St. Clair and Erie are open, also the St. Clair and Detroit rivers, but the lower end of Lake Huron, from Port Huron to Grindstone City, is a solid mass of ice as far as the eye can see.

W. F. and J. E. Bostford, of this city, have just purchased the propeller Colorado, from Rice and others of Buffalo. Consideration $65,000.

Captain Lew Carry, will sail the Col. Brackett this season. JONES.

TOLEDO.

The navigation season opened here Saturday by the arrival of the propeller Don M. Dickinson and barges Knight Templar, Magnet and Colorado, lumber laden, from winter quarters at Detroit. The Mayflower and Birckhead cleared for Detroit the same day.

The new marine depot is nearing completion and will be a valuable addition to the docks. The night collector of customs will have his office there.

The tug association has dissolved and there will be two rival lines this year.

General Abbot, Colonel Casey and Major Overman of the United States army (engineer corps,) after going over the proposed straight channel with the committee, and viewing the five different sites, were a unit in favor of appropriating $2,000,000 to complete the work, but failed to agree upon the route. The decision will be made some time this week.

HARBOR SPRINGS.

The ice in the bay remains solid and teams are crossing from Harbor Springs to Charlevoix daily. The mail carrier from Beaver Island expects to make several more trips and reports the ice solid.

PETOSKEY.

Advices from Crossville of the 3d are that the ice is still solid and that it will be at least twenty days before boats will be able to get through. Warm days and cold nights are keeping the ice solid.

GRAND HAVEN.

Steambarges Berrien, A. E. Wells and Hattie Perene arrived. Propeller Roanoke, steambarge Hattie Perene, schooners Apprentice Boy, and Wolverine cleared. The ice is fast disappearing from the lake and drifting southward.

GREEN BAY.

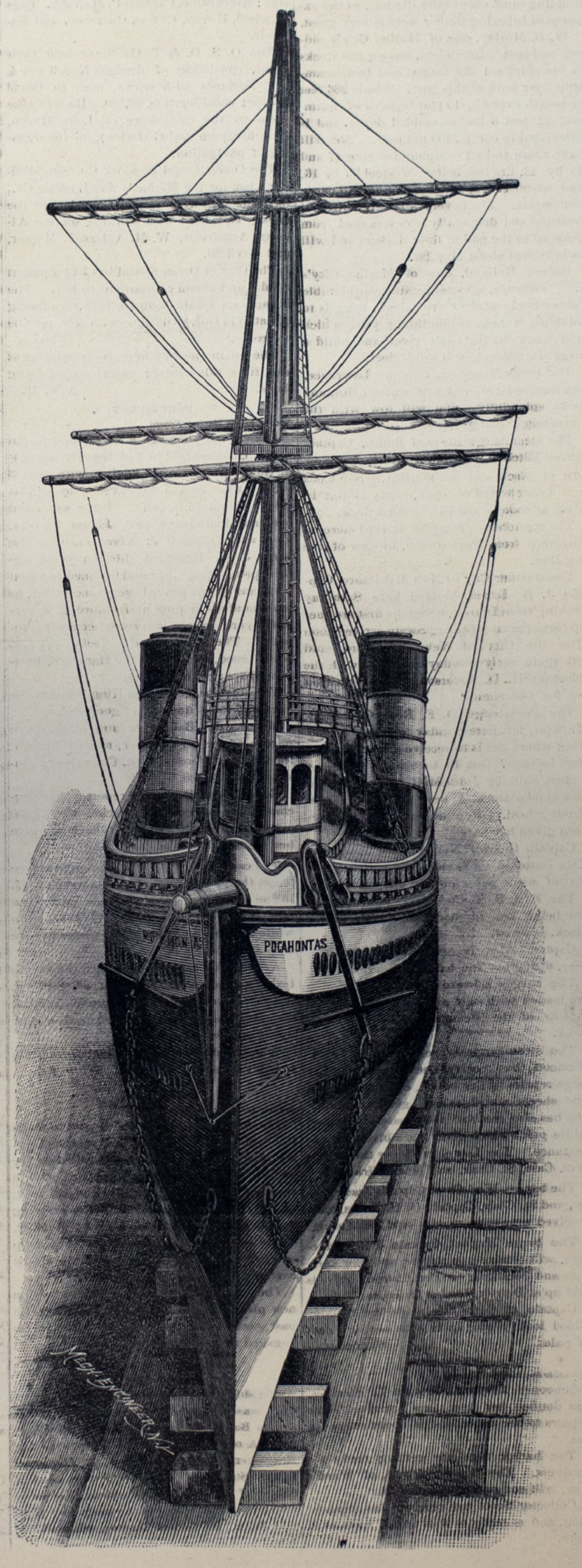
The ice is moving out of Fox River and the channel is clear to the mouth. The date is later than usual. Outside of Grassy Island light the ice is still quite firm, although beginning to wear. The first spring rain fell on the 3d.

The president has signed the commissions of Charles S. Fairchild as secretary of the treasury and Isaac H. Maynard as assistant secretary of the treasury.

THE STEAMSHIP "POCAHONTAS."

In a previous issue of the Marine Record, we gave deck illustrations of the steamer Pocahontas for the Arrow line Steamship Company. To-day we take pleasure in showing a different view, head on.

"The progress towards the restoration of the American flag to a position on the high seas continues to be most satisfactory. As has been told in these columns already, the success of the Arrow Steamship Company is the one fact that is now in sight as the means to that end. No other project exists towards the accomplishment of it. In view of this fact it is most gratifying to be able to say this this company is making rapid strides in htat great work. In the purchase of the Alexandria, Va., shipyard the first step was taken. Now the work of preparation is nearly complete. The foundation for the ways will be ready in a few days,—would have been finished before now if the weather had permitted. Mr. Connelly, one of the trustees, has already taken up residence in Alexandria as resident director of the work there. Samuel B. Davis, a well known pilot in Southern waters, has entered the company's service.



Det Bel Isle & Windsor Ferry Co 67

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 14. CLEVELAND, O., APRIL 7, 1887. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

Schooner Julia Willard got away yesterday for the islands.

The steamer Lansing, launched at Detroit some weeks ago, tons 1611 38 gross.

Captain Joe Richards, now in Cleveland, will be master of the tug Gillett, Marquette, this season.

The steamer R. P. Ranney is in the Cleveland drydock to have bottom calked and wheel fixed.

The name of the schooner Daniel E. Bailey has been changed to Iron City. Her tonnage is 615 gross.

The tug Swain arrived Sunday with the schooner H. D. Alverson from Marine City, where she was laid up with a cargo of ore.

The strike of the calkers at the Cleveland drydock is over, a compromise having been made at $2.75 per day. The strike was for $3.00.

Captain J. J. Frink, last season in the arquette tug Gillett, will sail the Otego this year. He is now in the city, but expects to get away Saturday.

Farrasey Bros. will be agents for the Ward, Montreal and Saginaw lines of steamers, and will add the Green Bay line when the arrangements are completed.

Captain M. T. Humphrey, who was in the city last week has been appointed master of the Mary Pringle. She will go into the lumber trade between Detroit and Au Sable.

The name of the schooner S. Anderson has been changed to Quick Step. She was built at Green Bay, in 1874 and is owned at Grand Haven. Her tonnage is 268 gross.

Captain John N. Smith, who commanded the tug Anna Dobains last year, has been appointed to the tug Andrew J. Smith, to work on the St. Mary's river, towing logs.

Steambarge Benton arrived at this port yesterday with barges Midnight and Baker in tow, lumber laden. All were well weighted with ice. They will discharge and return to Bay City.

Captain Wilson's new tow barge Wadena moved down the river to-day for the first time since her launch. She is a fine looking vessel and reflects credit on her builders, Quayle's Sons. Her tonnage is 1076.56 gross.

Captain W. A. Bates, last year in the tug Record, will command the tug Temple Emery; Chas. Alby will be engineeer, and F. P. Bernier, who has been with Captain A. J. Smith for nine years, has been appointed steward.

The aappointments made for the Republic Iron Co.'s boats are as follows: Steamers Continental, Captain C. M. Davis; engineer, Hunt. Colonial, J. A. Landfair; engineer, Robert Neal. Republic, J. B. Lyon; engineer, P. Swain. Schooners Specular, Chas. B. Tower; Magnetic, E. T. Rattray; Grace Holland, C. Z. Montague.

Captain Ed. Maytham, who was in the city last week, has made arrangements to have the propeller Northerner, burned last fall at Kelley's Islands, towed to this port by the tug American Eagle, Captain Dahlke. When the propeller arrives she will be put into drydock and examined to enable Captain Maytham to decide what he will do, rebuild her here or calk her bottom and tow her to Buffalo to be rebuilt.

The dates showing the opening of navigation last year are as follows: The steamer City of Concord was the first boat through the flats, March 27, the Baltimore and Atlantic following on the 28th; the Idlewild left Detroit April 12, but was unable to get through the flats and turned back, making her first trip on the 24th; a big early fleet from Chicago arrived in the river about April 15th, but the jam at the Flats detained them until the 23rd.

The schooner Samuel J. Tilden, which was sunk by collision with the propeller Arabia last fall, about one and a half miles below Port Huron, in some thirty feet of water, had her spars and everything above water carried away by the ice during the winter. She is, therefore, a dangerous obstruction to vessels going through St. Clair river, as she lies nearly in the middle of the channel. The authorities should take measures with a view to having the obstruction removed before the opening of navigation.

The appointments to the steamers of Bradley's line are as follows: The new boat at Radcliffe's yard (will have to defer naming her) Captain J. Stone; engineer, P. H. Doyle. Henry Chisholm, Henry Stone; engineer, James Lloyd City of Cleveland, James Lawless; engineer, Morris Sturtevant. E. B. Hale, R. Holmes; engineer, Schoomacher. J. S. Fay, Robert Greenley; engineer, D. C. Conway. Superior, Christy Moore; engineer, Henry Schoof. Sarah E. Sheldon, Mat Mulholland; engineer, Wm. Sullivan.

The sale by Mr. Geo. Presley, last week, of his half interest in the Cleveland drydock retires one of the best drydock men in the country. Messrs. J. F. Pankhurst, John Cole, of Cleveland, and M. M. Drake, of Buffalo, purchased Mr. Presley's stock, and notwithstanding the statement of Buffalo papers that Mr. Drake had gone into partnership with McDougall in the ship-broker's business at Buffalo it is believed that he will superintend the dock. Mr. George Presley is among the best known drydock men on the lakes and will be greatly missed. He has the reputation of being able to find any leak however mysterious.

Joseph H. Archer began suit against John A. Archer in the common pleas court to secure a settlement of their partnership interests. About a year ago they purchased the tug W. D. Cushing for $4,500, and gave $1,000 in part payment. It was understood that neither should transfer his interest in the tug. John A. Archer was granted a salary of $1,000 for his services as captain of the tug and manager of the business. It is claimed that he has transferred his interest to his wife. Joseph sought the appointment of a receiver to secure an amicable settlement of the business. Judge Noble issued an injunction to prevent John Archer and his wife from removing the tug from the harbor, or making it liable for repairs.

Owing to the continued cold weather Quayle's Sons, have been unable to launch the steamer Samuel Mather the bottom needing some searching and it is possible that she will not be put into the water this week. Nevertheless, in order that the dailies shall not lead us in the matter we will give her dimensions, etc., the principal points of interest as every one knows the details of a launch. The Samuel Mather is 258 feet over all, 245 feet keel, 40 feet beam, and 20 feet depth. She has steel arches 15 by ⅞ inch, inside and out, three keelsons each 16 square, two riders 15 square, twelve sister keelsons 16 by 10, bolted with 1⅛ inch bolts, the other fastenings being of one inch iron. She has two decks, the lower hold being twelve feet and the upper eight feet. Her accommodations for officers and crew are very fine, roomy and well ventillated. She will be provided with all modern improvements, including steam windlass, capstan and steering gear and will be rigged to steer the same as sailing vessels, a system that must be made uniform on all steamers sooner or later. The Mather is extra strong in all respects and well bears up the reputation of her builders, Quayle's Sons. She will go in the ore trade for Pickands, Mather & Company and will carry about 2100 tons. Her engine is fore and aft compound 28 and 50 by 42 and was built by the Globe Iron Works Company, who also built her two steel boilers, which are 8½ by 16 feet and allowed a pressure of 115 pounds of steam with a Mead & Thomson purifier attached. The boiler house is of iron. She has been nicely fitted out by Grover & Sons. The steam fitting was done by John Thomson, the plumbing, which by the way is the best work ever put on a steamer, by George Sall's Son. She has a Born range and the steward has plenty of room to move around in. The Mather will take her first cargo of coal from Thomas Axworthy's dock for Chicago and if the ice will permit she will then go to Ashland for ore. If not she will take a grain freight for Buffalo. She will be commanded by Captain Richard Neville; engineer, John Broderick; Robert W. Simpson, assistant; Wm. Ames, first mate; Wm. Blair, second mate.

Meteorological summary for the week ending April 6:

Mean barometer	30 039
Mean temperature	39 4
Mean humidity	67.8
Total precipitation, inch	....
Prevailing direction of wind	S.E
Total wind move	1539
Av. clouds	5.3
Av. state of weather	Fair
Max. temperature, highest	68.9
Min temperature, lowest	19.3

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

CHICAGO.

A meeting of Chicago lake vessel owners was held at the corner of Wells and South Water streets last week. Captain O. B. Mullins was in the chair, and Captain McCollum, of the steamer Pickands, acted as secretary. The attendance was large, but being purely an informal meeting, nothing definite was decided upon. Some $600,000 worth of vessel property was represented. It was agreed that the vessel owners would meet again and that the vessel owners in the board of trade building and others contiguous to these be waited upon. There has existed an organization among the vessel owners, particularly those engaged in the lumber trade, for many years. The arrangement contemplates the appointment and maintenance of a regular chartering bureau for vessels represented in the organization This will incur an additional expense of about $1,300 per annum.

Sixteen stoutly constructed and powerful tugs will be mustered into the service of the Chicago towing company this season. All are in excellent condition and will be commanded as follows: Tug Tom Brown, Captain John Sweeney; F. S. Butler, Gus Van Dalson; Chicago, John Bryan; Crawford, William Crawford; J. H. Hackley, John Jurgenson; L. B. Johnson, E. P. Learned; G. B. McClellan, Stephen Green; Mary McLane, James Malliday; C. N. Parker, James Carter; R. Prindiville, James Gallagher; E. Shelby, Joseph Schunik; A. B. Ward, Richard Terrill; Success, Joseph Everett; Bob Teed, Robert Teed; R. Tarrant, Lewis Gray; N. H. Wolf, James McGin.

The Chicago river is being dredged and widened between Monroe and Van Buren streets.

The propeller H. S. Pickands has been chartered for 35,000 bushels of wheat to Buffalo at private terms.

During March last twenty-four vessels arrived, twenty of which were propellers and four sail. Thirty-three cleared, twenty-two of which were steam and eleven sail. For the corresponding month last year, there were twenty-one arrivals and twenty-eight clearances.

The Chicago board of marine underwriters have elected their officers for this year.

It is said the City of Sheboygan, resting under the water at Detour, is in bad shape and not worth raising.

Little demand for tonnage at Chicago, a dispatch says. Rates 5½ cents on corn and 6 cents on wheat.

The steamer Nahant is to load wheat at Green Bay for Buffalo.

Having purchased of Dunham & Hoit, their stock of ship chandlery, Messrs. Finney & Channon, have moved into their old stand Nos. 270 and 272 South Water street, and will continue the business in all its branches. They are now ready to supply the trade, and will be pleased to see their customers and others and receive their orders.

FRANKFORT.

The gale is over and shore boats have departed for Manistee. Nothing can be learned of the whereabouts of the schooner A. J. Dewey. The life saving patrol report they lost sight of her about noon Monday. The tug D. P. Hall started in search of the storm beaten vessel, but returned having failed to see a sign of the craft.

BUFFALO.

Special to the Marine Record.

A well attended meeting of the members of the Buffalo grain shoveler's union was held Sunday afternoon. Last season's prices were adopted for this year, as follows: For shoveling in propeller and steambarges, $4.50 per 1,000 bushels; sailing vessels, $4; propeller Nyack, $8; hot grain, $10. Resolutions were adopted providing that no member of the union be allowed to work as fireman or coal wheeler permanently; that no member engaged at an elevator be permitted to do any work but grain shoveling while so employed; that a member handling freight shall receive no pay on grain shoveled by other members during the same time; that the boss shovelers shall make separate pay rolls for members shoveling grain and those handling freight.

Work at the drydocks continues good. The propeller Oregon is about repaired and will come out in fine condition. The steel arches for the propeller Commodore are not in yet. There was considerable delay in getting the material and it is feared she will not be ready for the opening of navigation. There is a report that coal charters have been made to Chicago at 75 cents, but this is not confirmed. The elevators are in general about ready for business. The question of protection against fire is being agitated and it is likely that a new automatic sprinkler will be put in by some of them.

With the appearance of warmer weather, says the Express, marine interests again look up. Already the talk about navigation not opening until May is not heard any longer, and it is said that vessels can get out of here in ten days if the warm weather lasts.

The opening rate on coal to Chicago by lake has been fixed at 75 cents by a number of charters made Tuesday. The rate was made by the Watson, tows of the Nashua and St. Louis with the Lackawanna coal company. The propeller St. Louis and consorts J. D. Sawyer, Potomac, and Champion, Kittie M. Forbes and consort Mabel Wilson, and propeller William Edwards, go to Chicago at 75 cents, the propeller Nashua and consort Thomas Parsons to Racine at 85 cents, and the consort Annie Vought to Milwaukee at 75 cents. This rate was really made last week, but has been kept quiet. On its becoming known the propeller Conemaugh was put in for Chicago by the Pennsylvania company. This also determines the rate to be paid on the propeller W. A. Avery and consort Hawgood and the schooner Schuylkill, also chartered by the latter company, but at opening rates. The Sawyer is already at the dock and will begin to load, and the St. Louis, Potomac, Nashua, and Parsons will load this week, but the Champion, which is receiving new decks, will not be ready till next week, while the Vought, which is receiving repairs from her injuries received in the January flood, will not be ready for two weeks or so. This rate is generally more satisfactory to the shippers than to vessel owners. The latter were talking of considerably higher rates, but the large amount of tonnage here worked against them. Shippers are considerably at sea on the other hand on account of the inter-state commerce law, especially where they have no road of their own to help them out. A leading coal dealer said that his firm had refused to pay the advance rate from the mines to Buffalo demanded by the roads. A telegram from the mines asking how much they wanted on the new rate, was answered very directly: 'None.' Whether this attempt on the part of the roads to break down the new law by a heavy general advance of rates is going to succeed or not will probably be determined before many days are past.

MARITIME LAW.

DEMURRAGE—BILL OF LADING—EVIDENCE—AMBIGUOUS WORDS—ADMISSION OF PRIOR CONVERSATIONS TO EXPLAIN.

District Court, E. D. South Carolina. December 10, 1886.

Libelant's vessel was, while at sea, let by a charter party. By its terms, the vessel, after discharging at A., the cargo then laden, was to proceed to B., there obtain a new cargo, and carry the same to C. The vessel was to pay the cost of discharging cargo, and 15 lay days were stipulated for in which to load and discharge. In unloading at A., and in loading at B., 13 of these 15 days were consumed. Under these circumstances, it was proposed by the shippers of the new cargo, who were the same firm as the original charterers, that three instead of two working days should be allowed for discharging, and that in consideration thereof the ship should be relieved from its obligation to discharge cargo at its own cost, and that the burden should be assumed by the merchant; the vessel's crew, however, assisting therewith. This modification of the contract was in parol. Bills of lading were subsequently made out and signed. The body of the bills of lading contains the words: "All other conditions as per charter party of August 1, 1886." Upon the margin of the bill there was contained the following clause: "Three working days are left for discharging." At the bottom of the bill there was written these words: "The cargo to be discharged for account of the merchant within three working days, crew to assist, if more time used, demurrage to be paid as per charter party." Held, that the written words upon a printed document give rise to an ambiguity which authorizes the admission of the parol agreement, and that, in the light of this testimony, the meaning and use of the words are explained, and that the consignee, to whose order the bills of lading had been assigned, must pay the cost of discharging the cargo.

Simonton, J.

The libelant claims $246.56 freight of a cargo of kainit delivered to respondents, holders of a bill of lading therefor. Respondents admit the amount of freight earned, but claim to have paid the sum of $129.25 for discharging the cargo, which sum they allege should have been paid by the ship, and therefore must be deducted from the freight. They pay into court $117.31, the difference between $246.56 and $129.25. The question made is, by whom must the cost of discharging cargo be paid, the ship or the merchant? No question is made as to the reasonableness of the amount charged for discharging cargo.

On August 1, 1885, a charter party was made between the agent of the Wanderer and the firm of Hermann & Theilnehmer, of Stettin, whereby it was agreed that the Wanderer, then on her passage to Stralsund, should, after discharging cargo at Stralsund, load at Stettin a cargo of manure salt, (kainit,) therewith to proceed to Charleston, South Carolina; freight, eight shillings sterling for every ton of 20 hundred weight, English, taken on board; the freighter to pay all dues and duties on cargo, and the ship all other charges; the cargo to be brought to and taken from along side at merchant's risk and expense; 15 working days altogether to be allowed the merchant for loading the cargo and discharging the same.

Under this charter party, the Wanderer, having arrived at Stralsund, and having discharged cargo, proceeded to Stettin, and was ready to receive cargo as in charter party. When this was completed, it was found that 13 of the 15 days which were allowed for loading and discharging cargo had been consumed. Some parley took place between the parties, which will be alluded to hereafter, and bills of lading were signed by the captain in the office of the charterers. These bills of lading were filled out by some one, presumably a clerk in their office; but it does not appear whether either of the members of the firm, the charterers, was present at the time.

The bills of lading are partly printed and partly in writing. They follow the terms of the charter party in all but two respects. They refer to the charter party, and confirm it. They are between Hermann & Theilnehmer, the charterers, and the captain of the Wanderer, and they are to order. They vary from the charter party in these particulars: Upon them, in writing, is inserted the provision for freight as is stated in the charter party, eight shillings for every intaken ton, omitting the provision that the ton should be 20 hundred weight, English, and closing with these words: "All other conditions as per charter party of first August, 1885." On the margin are written these words and figure, "(3) three working days are left for discharging;" and at the bottom of the bills, above the signature of master, are these words: "The cargo to be discharged for account of the merchant within three working days, crew to assist, if more time used, demurrage to be paid as per charter party." The punctuation is as in bills. The bill of lading held and produced by respondent is indorsed in blank by Hermann & Theilnehmer.

The Wanderer arrived at Charleston. The respondents claimed the cargo. The question was at once made at whose expense the cargo should be discharged. The master of the Wanderer refused to bear the expense. The respondents protested that he should do so, and waiving no right, employed a stevedore, had the cargo discharged, and paid the bill, $129 25.

The contract under which this cargo was carried is to be found in the charter party and in the bill of lading. Whatever verbal agreement or understanding preceded each of these written instruments, when they were reduced to writing they expressed the contract, and to them we must look for it.

The charter party and the bill of lading are between the same parties. The bill of lading, signed by the master of the Wanderer, is to the order of the same firm who are the charterers. Whatever doubt there may be in the testimony whether Hermann & Theilnehmer, or either of them, were present when the bills of lading were made out and signed, or whether the clerk who filled them out acted as the agent of that firm or of the master, the firm accepted the bills of lading; acted on them; by their indorsement, when deliverable to order, adopted and confirmed them. The respondents hold title, under this indorsement, of an unnegotiable instrument, and hold as that firm held. The charter party by its terms provided that the cargo was to be discharged at the cost of and by the ship; "the freighter to pay all dues and duties on cargo, and the ship all other expenses;" "the cargo to be brought to and taken from along side at merchant's risk and expense."

Was this contract changed in any of its terms afterwards? There can be no doubt that parties to a written instrument,—a contract,—complete in all its parts, may afterwards, on sufficient consideration, vary its terms even by parol; that such parol contract can be set up and proved; that, unless it come in conflict with the statute of frauds, it would be enforced. An effort in this case has been made to prove a parol contract varying this written contract; but, as the bill of lading was prepared after the *colloquium* offered in evidence, and then the will of the parties was reduced to writing, we cannot look beyond the bill.

Did the bill of lading change the contract of the charter party? The first change, omitting the "twenty cwt. English," is unimportant. What of the other words, "the cargo to be discharged for account of the merchant within three working days, crew to assist, if more time used, demurrage to be paid as per charter party?" If these words made a change in the charter party, they would not be affected by the preceding words in the first alteration, "all other conditions as per charter party of first August, 1885." The words we are now considering occur in the same instrument, are in writing and not print. They occur in the latter part of the instrument. It would seem that the parties to this bill of lading realized that some change may have been made by it in the terms of the charter party, for they expressly exclude the idea that the demurrage provided in the charter party was changed: "If more time be used, demurrage to be paid as per charter party."

Now, what change was made? As we have seen, the charter party provided that the cargo should be taken in and be discharged in 15 working days, and also that the expense of discharging should be borne by the ship; the cargo "to be taken from along side at expense and risk of the merchant." The bill of lading says: "The cargo to be discharged for account of the merchant within three working days, crew to assist." Whom? The ship? Is this not within the scope of their employment? Then why insert it? And what place has it in a contract with a third party? The words themselves have a clear, definite meaning. They raise a question only because of the circumstances around them, the other words connected with them, their place in the bill of lading, that they are in the bill of lading, that they are written upon a printed document. Thus an ambiguity exists which calls for explanation.

Mr. Greenleaf, discussing the rule as to the admissibility of parol evidence upon the subject matter of written instruments, says: "Where the agreement in writing is expressed in short and incomplete terms, parol evidence is admissable to explain what is *per se* unintelligible, such explanation not being inconsistent with the written terms." Section 282. So, again, section 288*a*: Previous conversations between the parties may be shown, when that becomes important, to show in what sense subsequent writings passing between them were understood." (Redfield's Ed.)

Applying this rule, and admitting this testimony, it appears that, while the ship was at Stettin, the 15 days allowed in the charter party for loading and discharging cargo had almost expired; that in fact but two days remained. This exposed the charterer to demurrage at a rate of about eight pounds per day. In this condition of things it was proposed that three working days should at all events be allowed for discharging cargo; that, in consideration of this indulgence, the ship should be relieved from its obligation to deliver cargo entirely at its own cost, but that the crew should assist in this discharge,—the burden, however, being assumed by the merchant. In order to carry out this, these words were added to the of lading—words inconsistent with the bill charter party, and calling for explanation. In the light of this testimony, the meaning and use of the words are explained.

It is ordered and decreed that the respondent pay to the libelant the sum of $246.56, and costs of this suit, and that the amount paid by them into court be credited on this sum.

CLASSIFICATION OF VESSELS.

The following system of classification was adopted by the executive committee of the Inland Lloyds, at their meeting, held in Buffalo, January 20th, 1880.

Vessels are divided into two classes, viz.: A, B, with the following grades to each class, viz., five grades to A, three to B.

Vessels marked thus 00 not insurable. The grades are as follows: A1*, A1, A1½, A2, A2½, B1, B1½, B2.

Vessels classed B2, are not as a rule good risks for cargoes that will not float.

Rule 1. Vessels built under the rules of the building book, issued by the lake board of underwriters for an A1 vessel in 1861, and adopted by the executive committee of the Inland Lloyds, January 29th, 1878, and also January, 1880, with the addition of a longitudinal iron band at the head of the frames, and diagonal straps at both ends of vessel, running from the iron band at frame heads to below the turn of bilge of vessel, will be entitled to class A1* ten years; then A1½ three years; then A2 three years, at which time it will be necessary to refasten the vessel to have her retain A2 class longer; from A2 she will pass to A2½. After vessels leave the A2 class it depends entirely upon the repairs and condition of the vessel as to the number of years that she may retain A2½, B1, B1½, B2. At any time, however, vessels are liable to be surveyed, and, if from any cause whatever, such as stranding, collision, dry rot, or deficiency in material, etc., a vessel is found unworthy to remain in her class, she shall be placed in the class to which she is entitled; but if the damages or defects be promptly made good to the satisfaction of the inspector, the vessel may remain in her class so long as she is considered worthy of it by the inspector, if she does not pass out of her class by limitation.

Rule 2. Vessels built under rule 1st, but without iron band and diagonal straps will be entitled to class A1 for seven years, A1½ three years, A2 two years, at which time it will be necessary, if the frames are sound, to refasten the vessel to have her retain an A2 straight class, as the salting and brining resorted to, to save the timber, weakens the iron fastening; if refastened and in good condition otherwise, she will be continued A2 straight three years longer; then A2½.

Rule 3. New vessels classing A1½ can hold that class seven years; then A2 three years. These are vessels with their frames 24 inches from centers, but otherwise same as A1 vessels, and subject to same rules.

Rule 4. New vessels classing A2 can hold that class seven years; then A2½ three years. These are vessels with their frames 24 inches from centers and lighter construction generally than A1 vessels, but subject to same rules.

Rule 5. New vessels classing B1 can hold that class five years; then B1½ two years.

Rule 6. Frame-built scows, well constructed and of good material, with fore and aft bottom plank, may be entitled to class B1 for five years; but in no case will scows be entitled to the B1 grade if built with gunwale sides or planked athwartships on bottom.

Rule 7. Vessels thoroughly rebuilt, either from inside or outside—but if from inside, keelson to be removed, so that frames can be put in same as originally—will have their class raised; but frames put in from inside, with short laps or frames put in between old frames, will not entitle the vessel to a higher class than B1.

Rule 8. Vessels will be credited with all repairs made, and class raised when sufficient repairs have been made to warrant the change, but in no case from rebuild can a vessel be raised higher than A1½.

Rule 9. Vessels built of iron, if of proper thickness and strength, well riveted, and divided into three or more water-tight compartments, will be entitled to class A1 fifteen years, A1½ five years, A2 five years, then into A2½, subject always to the same rules and exceptions as laid down for A1* vessels.

Rule 10. No vessel to be classed for grain, without one pump in each end.

When the rot on the frames either forward or aft is one inch deep for an average of 10 frames, if on an A1 vessel she should be classed at	A1½
If 2 inch of rot average as above	A2
If 3 " " " "	A2½
If 4 " " " "	B1
If 5 " " " "	B1½
If 6 " " " "	B2

This is for frames not less than 12 inches in their seating, all decay beyond this the vessel will be considered unseaworthy. Examine the rudder stocks, windlass bitts, also masts and pumps carefully.

These rules were gotten up by Captain Robinson in '78 and adopted 1880.

On the 19th ult., Hugh McKenna died at Portage avenue. He had been employed on the locks for eleven years. He had a good war record, serving throughout the war of the rebellion and during sixteen years' service in the United States Army rose to the rank of sergeant. On the locks he had won many friends.

A LESSON WITH A MORAL.

WHEN WILL OUR EYES BE OPENED TO THIS GREAT NATIONAL CALAMITY?

The year 1886 played sad havoc with many prominent men of our country.

Many of them died without warning, passing away apparently in the full flush of life. Others were sick but a comparatively short time. We turn to our files and are astonished to find that most of them died of apop exy, of paralysis, of nervous prostration, of malignant blood humor, of Bright's disease, of heart disease, of kidney disease, of rheumatism or of pneumonia.

It is singular that most of our prominent men die of these disorders. Any journaltst who watches the telegraph reports will be astonished at the number of prominent victims of these disorders.

Many statements have appeared in our paper with others to the effect that the diseases that carried off so many prominent men in 1886 are really one disease, taking different names according to the location of the fatal effects.

When a valuable horse perishes it becomes the nine days' talk of the sporting world, and yet thousands of ordinary horses are dying every day, their aggregate loss is enormous, and yet their death creates no comment.

So it is with individuals. The cause of death of prominent men creates comment, especially when it can be shown that one unsuspected disease carries off most of them, and yet "vast tnumbers of ordinary men and women die before heir time every year from the same cause."

It is said that if the blood is kept free from uric acid that heart disease, paralysis, nervous prostration, pneumonia, rheumatism, and many cases of consumption would never be known. This uric acid, we are told, is the waste of the system, and it is the duty of the kidneys to remove this waste.

We are told that if the kidneys are maintained in perfect health, the uric, kidney acid is kept out of the blood, and these sudden and universal diseases caused by uric acid will, in a large measure, disappear.

But how shall this be done? It is folly to treat effects. If there is any known way of getting at the cause that way should be made known to the public. We believe that Warner's safe cure, of which so much has been written, and so much talked of by the public generally, and which can be obtained of dealers everywhere, is now recognized by impartial physicians and the public as the one specific for such diseases.

Because public attention has been directed to this great remedy by means of advertising, some persons have not believed in the remedy. We can not see how Mr. Warner could immediately benefit the public in any other way, and his valuable specific should not be condemned because some nostrums have come before the public in the same way, any more than that all doctors should be condemned because so many of them are incompetent.

It is astonishing what good opinions you hear on every side of that great remedy, and public opinion thus based upon an actual experience, has all the weight and importance of absolute truth.

At this time of the year, the uric acid in the blood invites pneumonia and rheumatism, and there is not a man who does not dread these monsters of disease; but he need have no fear of them, we are told, if he rid the blood of the uric acid cause.

These words are strong, and may sound like an advertisement, and be rejected as such by unthinking people, but we believe they are the truth and as such should be spoken by every truth, loving newspaper.

THE NEW STEERING RULE.

To the Editor of the Marine Record:

GRAND HAVEN, MICH., March 29.

I have read an article on the new steering rules, in the RECORD of March 24th, signed by K. He finds fault with my article in your issue of the 10th and undertakes to correct; but for the want of knowledge about what he was writing, he makes a very bad blunder. He says that the rules do not read as I stated and then goes on to correct me by saying that on a sailing vessel, when the "wheel is put a'starboard the vessel's head swings to port and vice versa," and then states, that that is just what the new rule says: "When the wheel is put to starboard, the vessel's head shall go to port, and when the wheel is put to port, the vessel's head shall go to starboard." If K. had written to some country paper it would not be so bad, but all marine men read the MARINE RECORD, and all marine men know that the new steering rules order the steering wheel on steam vessels to be turned the reverse to those on sailing vessels. K. had better examine for himself and he will find out that there is more chance for an argument than he thought.

T. W. KIRBY.

The Chippewa County News says: The C. P. R., has over 800 men chopping out the right of way for their branch to the Sault from Algoma Mills. The length of this branch is 80 miles. On the rock work they have 200 men employed, and soon expect to employ 100 more. The management expect to put 3000 to work at construction by May 1st, and have it ready for the rails by October 7, 1887. The state board of railroad consolidation met in Detroit last week and formally approved the consolidation of the American and Canadian bridge companies, organized to build an international bridge across St. Mary's river at the Sault. The incorporators are James and W. C. McMillan, F. E. Driggs and Joseph Taylor. Work on the structure will be commenced upon the opening of navigation.

The American Ship Windlass Co., have an easy and convenient method of attaching steam to their hand capstan windlasses. The arrangement may be seen on page 11 of their illustrated catalogue. Send for one.

All the lighthouse keepers will be at their stations in the Straits of Mackinaw before April 1. Several have already gone over on the ice to the stations that are isolated from the shore in order to avoid trouble in reaching them later on. The weather continues very cold.

Cleveland Block Co.,

MANUFACTURERS OF

Iron Tackle Blocks

TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES

159 River St., CLEVELAND, O.

CANVAS OIL BAGS

for use on board

Vessel and Steamer

to lessen the dangerous effects of heavy seas. Write for pamphlet.

M. H Dodge & Co., 24 Broadway, Cleveland, O

GEO. RANDERSON,

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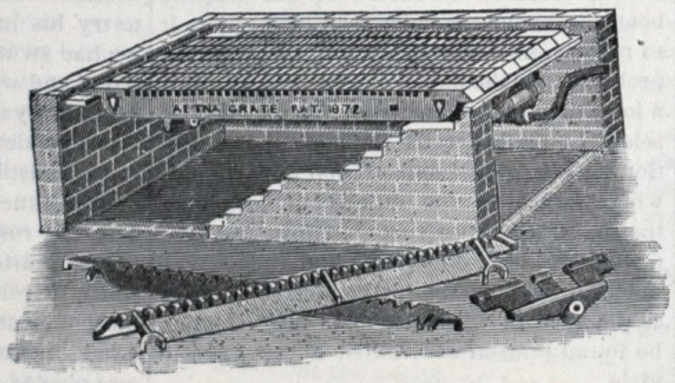

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Eastward.	Arrive	Depart.
No 4. Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer".....	.....	*12 noon
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	....
No 26, Conneaut Accommodation	†4 25 P M	....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk.....	....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk....	•6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	....

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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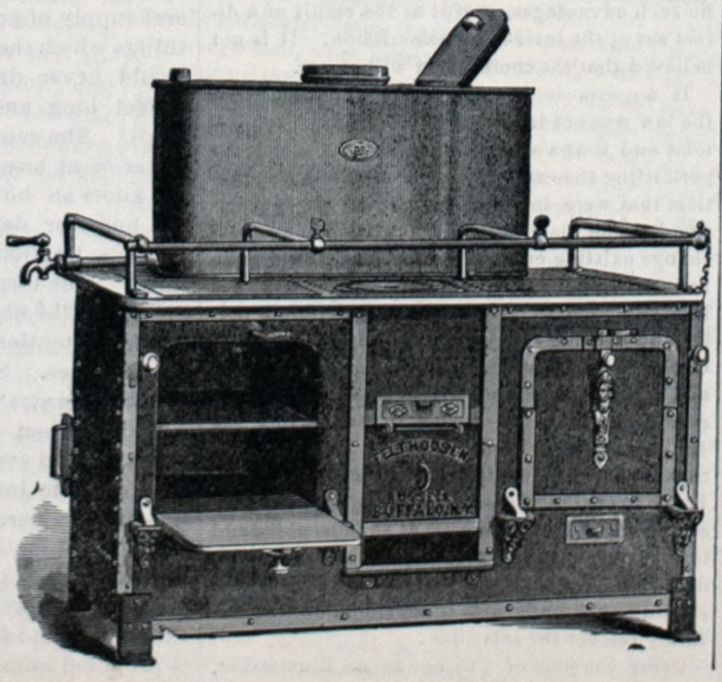

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, APRIL 7.

A COMMISSION WITH FEDERAL POWER.

When the Cullom inter-state commerce bill came before congress as a substitute for the Reagan bill, the MARINE RECORD took the ground that in case it prevailed the evils sought to be corrected by the Reagan bill, evils which it was framed to correct, would continue. This belief was based on the fact that a commission was provided for in the Cullom bill, the commission to have power to discriminate in favor of any water line or railroad after hearing argument. As the time draws near when the law will become operative it becomes apparent that the view then taken is correct. The commission has organized, and Judge Cooley, a railroad man, who is eminently qualified for the position, has been made chairman. Two of the other members of the commission are railroad men, viz: A. F. Walker and W. L. Bragg. The other two members of the commission, W. R. Morrison and A. Schoonmaker are lawyers. We do not see the water carriers represented on this commission. The railroads are preparing for any change that may be made upon the present system and are already petitioning the commission for individual line privileges. As much federal power is conferred upon the commission by the bill, and as there are several breaches in the bill for discrimination, the commission will be asked to interpret many important parts of the law at once in order that precedents may be established.

Among the first questions to come before the commission is one from the Southern railways, asking that the commission grant them certain privileges on the ground that they have arrayed against them water competition, the river interests, and it will not be long before the railroads with which the lake carriers are in competition, will be asking like favors; and when the power and organized influence of the railroads are considered it will be acknowledged by all that unless our interests, represented by a strong, aggressive man, are made apparent to the commission and the interpretation of the interest of the inter-state law closely defined, there is danger ahead. In view of this the Lake Carriers' Association has addressed a communication to the commission, of which the following is a copy:

Judge T. M. Cooley, Chairman Inter-State Commerce Commission, Washington, D. C.:

SIR: I understand from the newspaper press that your honorable body is now occupied in hearing arguments in favor of allowing certain rail lines to charge less for a long than for a short haul, owing to the existence of water competition. As this is a question in which this association, representing the large maritime commerce that it does, has a vital interest, and as your first decision on this point will be of great importance, in forming a precedent for future cases, I have taken the liberty of sending you the following telegram:

Understanding that the question is now before you of permitting rail lines to charge less for a long than for a short haul, thus enabling the rail lines to continue their illegitimate competition with the water routes as if the inter-state commerce law had not been enacted, the Lake Carriers' Association, comprising a majority of the vessel tonnage on the great lakes, requests that you will hear an argument from it in opposition to such permission being granted, and that you still fix a time for such hearing.

We will undertake to have a representative appear before you, at whatever time you may set, prepared to present and support our views.

Yours respectfully,

FRANCIS ALMY, Secretary.

In the above letter the Lake Carriers' Association has grasped the salient point of the inter-state commerce problem, and all should unite with them.

In the Chicago Tribune, of March 16, appeared a paragraph saying that the national railroad commission was expected to authorize the roads which compete directly with lake lines to meet the rates made by the latter without affecting intermediate traffic. This is precisely the concession asked by the Southern Railroad & Navigation Co., which is hampered by river competition. If this concession is made by the commission, that is, if it construes the newly enacted measure in conformity to this petition it will place traffic in the same rut that it ran in before the law passed. The long and short haul will become null and void. A writer in the Railway Review says:

The authority invested in the commission certainly contemplates the possibility of there being some special cases in which it will be found proper to authorize a less charge for a long haul than for a contained shorter one. This does not necessarily mean, however, that it would be proper to disregard all rate relations between long and short hauls. There is hardly a possibility that it can, under any circumstances, mean any such thing. One of the governing considerations that induced congress to legislate on the subject of inter-state rates, was the desire to protect local territory against the discrimination made by carriers in favor of distant competitive centers. This end would be entirely defeated if the commission should permit unrestrained competition to continue at these distant centers, while the intermediate local territory continued to be affected thereby.

In addition to protecting local districts, congress, doubtless, had in mind the necessity for protecting the large number of citizens of the United States who are interested in vessel property and whose property has been materially injured by the illegitimate competition of the railroads. Vessel owners are not entitled to, and do not ask, any protection against the consequences of the legitimate competition of railroads or other carriers. They may properly ask, however, that the inter-state commerce commission, will not use the great powers granted under the new law, to permit an attack on the vessel owners that would be entirely unwarranted and that would wholly ignore the interests of the interior local districts that the law was specially designed to protect. If the railroads should be permitted by the commission "to meet the rates made by the lake lines without affecting the intermediate traffic" it would mean that the operations of the railroads are to continue to be supported by the "intermediate traffic" and that their rates from competitive lake ports are to be made at the pleasure of the railroads and without any reference to the cost of the service they perform. This would not be a legitimate competition but it would be an unlawful and wholly illegitimate competition that vessel owners should protest against with the greatest vigor. The vessel owners serve all districts on a fair, competitive basis. The public nature of the highway they make use of, obliges them to do s . If exorbitant rates should be charged from any port, vessels would soon be attracted to it in such numbers as to speedily correct the evil. The vessel carrying business must therefore be sustained in a legitimate way and must secure a fair return from each class of business carried or it cannot live. It cannot sustain its operations on the revenue derived from a local district and be thus enabled to carry from other districts at rates that will not return the net cost of the service performed. The railroads should have no unnatural advantages over the water carriers in this respect and they can have no such advantages, except as the result of a direct act of the inter-state commission. It is not believed that the commission will so act.

It appears to be erroneously supposed that the law was not intended to change existing customs and that a way will be found under it for permitting the carriers to pursue the same practices that were in effect before the law was enacted. The law certainly was intended to change existing customs. It never would have been enacted if many of these customs had not been supposed to be opposed to the public policy and needing regulation by national statute. One of the customs most frequently criticised and almost universally recognized as needing regulation, was the custom of supporting the railroads on their local traffic and thus enabling them to carry on an illegitimate and unprofitable competition at distant centers, to the injury of other carrying interests at such centers and to the great disadvantage of the interior local districts. The law intended that this custom should be regulated and the commission will certainly respect the intention.

Using the port of Chicago as an illustration, it certainly would not be carrying out the spirit and intent of the law, if the commission should authorize the railroads leading east from that city to make what rates they please in competition with the lake carriers and free from any obligation to maintain any relation between the rates of these railroads from Chicago and the rates from the local territory east thereof on the lines of the same railroads.

What should be the attitude of the commission towards an application from the Chicago railroads, supported by the Chicago merchants who desire to benefit by low transportation rates, asking that the railroads be permitted to charge less from Chicago than they at the same time charge from other localities on the lines of the railroads and nearer to the common markets?

The commission will certainly remember that it is authorized to act on such an application only "after investigation" and this investigation should proceed with due reference to the importance of the question to be decided. An opportunity should be given all interested parties to be heard. Vessel owners and residents of local districts affected by the decision should be called before the commission and their views should be carefully considered. If the commission decides that it is warranted in granting any such authority as it is asked to grant, then it certainly should not in any event permit the railroad rates from Chicago to decline to figures that are unreasonably and unjustly low, without providing that such excessive reductions in rates shall also apply to intermediate local districts. To illustrate, suppose the railroads establish a rate basis of 25 cents Chicago to New York and arrange their intermediate rates in conformity to this through basis. They subsequently desire to reduce this basis to 20 cents from Chicago, but want to do so without the resulting loss that would follow a like reduction on their intermediate rates. They would probably say to the commission that this 20 cent rate from Chicago is necessary to enable the railroads to compete with the lake lines and that the intermediate points, having no lake lines available, cannot reasonably expect such rates. The commission must not lose sight of the fact that the authority asked by the railroads would, if granted, intensify the competition at Chicago; result in unnaturally low rates from there and place the interior district at a disadvantage that is not due to its location but that is due solely to the action of the commission authorizing an illegitimate competition not otherwise possible.

The lake carriers want no protection against the legitimate competion of the railroads. If the railroads want to compete for trade from Chicago, for example, they are entirely free to do so without any aid from the commission. They only have to do as the vessel owners do. Make their rates on fair business principles and with reference to securing a just and reasonable revenue from each service performed. They should not ask the commission to place them in position to perform service for nothing where the railroads come in competition with the lake carriers, by authorizing relatively unjust and unreasonable charges from localities where this competition does not exist.

NEW SUBMARINE MONSTERS.

Since the first invention of the torpedo boat improvements have been made upon it so rapidly, and of such importance that the probability is the naval department will wait a long time before it makes up its mind to select a torpedo service for our lake protection. The gentlemen of that department, when they view the number of torpedoes that have been constructed within the past few years, will, doubtless, find themselves much in the same distressing frame of mind as the hero in "The Beggars' Opera" when he found himself confronted by two pretty girls.

One of the most formidable submarine monsters of recent invention is the Nautilus, which has recently been successfully exhibited in London before a committee of English military and naval experts. In shape it is like a gigantic fish, but it beats out of sight the whale that swallowed Jonah, for it is capable of traveling under water for three days with a crew and officers in its inside as well electric lamps, torpedoes, a liberal supply of provisions, and a host of other things which the most intelligent cestracean would never dream of. The Nautilus is 60 feet long and 8 feet in diameter amidships. She can swim on the surface of the water or at any given depth at the rate of ten knots an hour; and she may be kept for hours or days in any position without using a fraction of her stored propelling force. The torpedo she carries may be attached to the object she is pursuing with wicked intentions or may be fired from a safe distance. She is propelled noiselessly by twin screws worked by electric engines supplied from storage batteries of large capacity, and everything is believed to have been done to insure absolute safety to all lives within her.

The inventor is so satisfied with the numerous trials of the vessel, which have taken place in the presence of many experts of the British and foreign governments, that it is proposed immediately to lay down several vessels of from 130 feet to 150 feet length, and of proportionate beam. Vessels of this size would be able to keep at sea for several days, and to contain permanent accommodation for officers and crew. Air, under pressure, is stored on board the Nautilus to an amount sufficient for three days' supply, and electric glow lamps supply light when the boat is submerged. Entrance and exit are obtained by means of a manhole on the deck; which is secured by a water tight joint, and there is room for six persons in the central portion of the boat. It appears obvious that if our lakes were supplied with a number of monsters like the Nautilus, the most wild-eyed Kanuck that ever lived would hesitate an unknown number of times before he would venture to approach an American lake port with malevolent intentions.

TWENTY FIVE MILES OF ICE.

Special Correspondence to the Marine Record.

DETROIT, April 4.

Grinding through the ice! To landsmen whose knowledge of the Arctic regions is derived from books, more or less sensational, the fact that a passenger from Ohio to Michigan would have to pass through twenty-five or thirty miles of gelid obstruction before reaching his destination would appear to be a fiction of the weirdest kind. Nevertheless, it is a fact that when your correspondent left Cleveland on Thursday morning, in the good steamer City of Cleveland, he had to start forward from the Cuyahoga river in the face of what was apparently an illimitable field of ice. Captain McLachlan is an old sailor, shrewd and keen in his way, and even he had some doubts about the possibility of driving his steamer through that frozen mass. On Wednesday night he had had a rough experience, and it was only the excellent service rendered by the fireboat that enabled him to reach his docks in safety. Accordingly, on the following morning, when his eye swept the icy horizon, he said to himself, sadly: "Unless the wind shifts off shore I shall not leave this city on schedule time." Captain McLachlan is not a man who, according to appearances, would fase at most things; he would probably jump Niagara just as soon as anybody else if he saw any fun or use in it; but on this occasion, as he surveyed the apparently endless hummocks of ice, he confessed to himself that though his ship was stout and strong, as he knew she was, he had grave doubts about her ability to reach Detroit until the wind shifted.

We might have sailed at seven, at eight, or at nine, but still the wind was unfavorable. Of course, it was too bad. The idea of a fine steamer like the City of Cleveland being left at her moorings, on the back switch end of March, and with all her boilers with steam up, engines ready to receive it, was intolerable. At about noon, however, the wind hinged a few points in the desired direction, and the captain resolved to try his luck in the ice. By one o'clock we had swung clear of the dock on Water street and were heading clear for the mouth of the Cuyahoga river. All at once there was a sudden shiver and the vessel drew up to a standstill, while her paddles were idly, madly churning the waters beneath her. The ice rose, banked at her bow, for a distance of fifteen feet, and swept behind her stern in rolling hummocks. "Put on full head of steam; back, and go right into her!" cried McLachlan. All right! The order was obeyed. Slowly the steamer backed, then she went forward, and crash, crackle, whizz, she crushed through the frozen impediments. At times the City of Cleveland staggered, but taking heart she went onward and conquered. For fully twenty-five miles after this the City of Cleveland had solid work to do. She churned into this mass, crashed into that, and bucked into the other; but she went through all the same—nothing wrong about her. She drove cracks through the ice, with the sharp sound of a revolver, that seemed to radiate away off to the Canadian shore. In some places there were mounds raised by the steady, grinding attrition of the masses which made them resemble Arctic graveyards of perpetual ice—truly, a wilderness of gelid monuments, glistening, keen, white and blue. This was Nature's stern and forbidding way of showing her contempt for poor humanity. But the City of Cleveland hurled herself at the gelid necropolis and conquered it. If a polar bear had appeared upon the scene I verily believe that Captain McLachlan would either have drawn a revolver or a harpoon and destroyed it. Judging by his clear blue eye, he was prepared for any emergency. The City of Cleveland, however, had a tough battle, but she conquered. She did not despise the powers of Nature, but she set her head at them with a will and won a very tough battle.

At the mouth of the Detroit river the ice

again mustered in force, but once more the City of Cleveland ploughed through the masses, as if she were cutting cardboard. The skipper didn't stand much on any burning deck, nor did he express any very fine Casablanca sentiments. He swore, however, "D—n it," he said; if this darned thing don't stop we won't be able to make our next trip on time." The MARINE RECORD man fell upon his neck and would have wept from pure commiseration, but the captain felt first that his watch was safe, and then said something that sounded suspiciously like "s'mother day."

When the City of Cleveland was examined at her moorings not a bucket of her wheels was found to be injured. Her engines were, perhaps, a little bit strained, but in her battle with the ice she had come out with very few scars. One thing certain is that the machinery of the City of Cleveland has done an immense deal to break up the ice packs that are binding the southern shores of Lake Erie. M. McP.

ONLY A MARINER.

Jack at work, pulling the ropes hand-over-hand with a merry "yo heave yo," or scaling the ratlines with the celerity of an acrobat, is popularly believed to be a very picturesque pattern of humanity. Novelists have invested him with all the traits of careless jovialty and generosity. He is so jovial that he will sing cheerily in a cyclone, and so generous that even amid the howling hurricane his thoughts are less about his own safety than about the safety of others—like Barney Buntline, in the old song, saying to his chum, when the winds were ripping wild—

'O, don't you hear them roar now!
O, how I pity them poor folks
As has to stay on shore now!"

Even on shore when he has plenty of money in his pocket, most people are willing to forgive Jack for a good many eccentricities that would not be tolerated in sedate, stay-at-home citizens. If Jack chooses to ride a horse with his back to the animal's head; or if he elects to go through the streets whooping like a Choctaw, and yelling that it is his firm determination not to go home before morning—people pass by quickly and say, "O, it's just like these sailors; they're so big-hearted and happy."

Jack, from the point of view of Captain Marryat or the poet Dibdin, is undoubtedly a very entertaining character with his big fund of animal spirits; but from the more prosaic point of view of practical life, Jack is often found to be not much happier than other folks. Take away the romance that surrounds the sailor's life, and it will be found that he has as big a share of misfortune, grief, and absolute misery as the rest of mankind. It is not in the power of the sea any more than it is the power of the earth to save mankind from the woes that are its inheritance. When Jack has no money he is apt to have no friends, and when he has neither then he comes down to poverty's dead load of unhappiness and despair. On our lakes here, for instance, unthrifty Jack—and how many Jacks are not unthrifty?—has a cold and hard road to travel during the winter months when navigation is closed. He must live from hand to mouth, catch a little warmth where he can, and trust, with the stray dogs, for a place of shelter to sleep in. Slouching around, with his hands in his pocket, shivering, and with his face pinched and blue, Jack is no longer romantic. He is simply a poor, miserable, unfortunate devil whom the police are apt to lock up on suspicion, and whom respectable lands-folks pass by with a shudder of aversion. Sometimes poor Jack has to bow before the storms of his misfortunes, and he dies, and disappears with nobody, in a whole world full of people, to pause to wonder whither he has gone. Jack may or may not have gone aloft, but all the same the surly blasts sweep on and no one misses the unfortunate sailor from the face of the earth.

Probably it was some such reflections as these about the dark side of Jack's life that inspired a correspondent to favor the RECORD with the following touching verses:

Only a mariner, ragged and old,
Friendless, forsaken, and poor;
Asking for alms in a trembling voice,
As he stood at the big church door.

The shrivelled cheeks, the sunken eyes,
And look of abject woe,
Made a contrast great, with Jack in his prime
Some thirty years ago.

The first on a yard when tempests blew
And canvas was reefed or furled;
He was a sailor man and a good one, too,
When our clippers beat the world.

And the spire above the great bell tolled,
As fashion and wealth passed in;
The music grand from the organ rolled,
But no welcome there for him.

The silk-clad, happy worshippers
No pity would deign to show,
And the poor old tar sank wearily down,
In the cold and drifting snow.

* * * * *

"It's old Jack Cringle," the officer said;
'His sea-faring days are o'er,
I found him at day-break frozen stiff,
In the snow, near the big church door."

SHIPPING AND APPOINTMENTS AT KINGSTON.

During the present winter, says the Kingston News, the M. T. Co. has done a large amount of shipbuilding at this port, making preparations for the coming grain carrying season. The repairs are being rapidly pushed to completion, and this early the officers on the various boats have been appointed as follows:

FOR LAKE SERVICE.

Steambarge Glengarry, Captain James McMaugh; engineer, Wm. Miller.

Schooner Glenora, Captain J. Geoghegan.

Schooner John Gaskin, Captain J. Cochrane.

Tug David G. Thomson, Captain James Murray; engineer, W. Hazlett.

Schooner Jennie, Captain J. Malette.

Schooner Regina (new) Captain F. Lafrance.

Schooner Bella, no appointment.

Schooner Maggie, no captain appointed yet.

Tug Active, no appointment yet.

FOR RIVER SERVICE.

Tug Bronson, Captain Jas. Murray; engineer, George Henderson; tug Glide, Captain Charles Martin; engineer Alex. Barton; tug Jessie Hall, Captain James Martin; engineer, Robert Marshall.

Barges Advance, Captains E. Lemieux; Acadia, F. Sauye; Cleveland, Jos. Lalonde; Chicago, A. Charlevois; Colborne, H. Bonin; Corncrib, no captain appointed yet; Detroit, A. De Repentiquy; Duluth, F. Monette; Dorchester, Max Lefevre; Eagle, H. LeBoeuf; Energy, Oliver Cote; Europa, Etienne Leduc; Glengarry, A. St. Marcella; Harvest, Chas. Varville; Iowa, M. Bissonet, Kinghorn, iron, A. Herbert; Kansas, Damas Latour; Lancaster, Julien Lelonde; McCarthy; Ovide, Trudelle; Montreal, iron, Michael Lefevre; Nebraska, Thos. Daoust; Oswego, Rocque Bradley; Senator, Moise Moreau; Star, H. Boyer; Toledo, L. Archambault; Toronto, T. Laduc; Wheatbin, A. Monette.

Elevator No. 2, P. McCormick, commodore; elevator No. 1, J. Sullivan, boss shoveller; elevator Ceres, J. Shanahan, boss shoveller.

THE NEW CRAFT.

The company has a new tug now building here for lake service, to be called the James A. Walker; estimated cost $30,000. She is expected to be the most powerful tug in Canada. She is to have a fore and aft compound engine, the first of the kind ever built in Kingston, and a steel boiler to carry 105 lbs of steam. Machinery and boiler are now being built at the locomotive works here. Those who admire a nice model and good workmanship should go down to the company's wharf, foot of Queen street and examine her. The wooden frame of this tug is strengthened by a steel keelson and steel straps outside the frame.

The company is also building a new barge for river and lake service, with a carrying capacity of about 40,000 bushels. She is made of wood, but the outside of her frame is strapped with steel plates, and she has also a steel keelson. She is being built in the company's shipyard, near the bridge.

The barge Europa was rebuilt last fall, and the company is now rebuilding the barges Dorchester and Acadia. They were condemned last season by Captain Thomas Taylor, the inspector. They will come out this spring new boats, with the exception of some bottom plank. The tug Bronson is also being rebuilt and having a new bottom put in her boiler. She will make her appearance in the spring as good as new, and considerably stronger than she was her first day, and, no doubt, she will be able to keep her reputation as the best river tug on the St. Lawrence.

The barges Dalhousie and Winona will have to receive considerable repairs before they will pass Captain Taylor's inspection. These repairs they will have to receive later on. All the other boats are classed to carry grain. There are no boats owned by the M. T. Co., and being overhauled this winter that did not class for grain last season. Quite a number of the boats mentioned above have received large repairs this winter, such as new decks, new bows, sterns, etc. In fact, a large number of men have been employed all winter, doing repairing work alone, and the company's boats generally are coming this spring in better shape than they have been for years. As soon as they have their present work off their hands they intend to lay the keel for a large steambarge to carry about 60,000 bushels, and put in her a triple compound engine. The company employ throughout the winter in the neighborhood of two hundred hands, and in the summer when their boats are running, about six hundred hands. Besides the above named boats they have the following barges that can carry coarse freights viz: Barges A, Albert, B, Dauntless, Minnesota, Powerful, Tiger, and Victor.

The grain carrying capacity of the company's boats is about one million bushels per trip. The works and mill of the M. T. Co. make considerable stir and hum in the lower part of the city. There is now no other city in Ontario that turns out as much boat property or employs as many ship carpenters as Kingston. It will be readily seen that this company has spent a very large sum of money at their works here the present winter in the building and rebuilding of boats, and if the much talked of tolls are not taken off their chances of getting it back will be slim indeed, and the same amount of money will not be spent another winter. The forwarding companies do not pay the canal toll—the grain does, but they get the business and by that business their boats are kept going. That being the case these boats must be kept in good repair to pass inspection, and when they run out must be replaced. This is what keeps men employed. If, on the other hand, the tolls are not taken off, Canadian speculators can not purchase grain, boats will not be required, and all this large employment of labor will cease. However, by reports it is noted that the government at Ottawa have resolved to place the canal tolls at the same rate as last year. It is hoped this is so, as no place in Canada will reap a larger benefit by a full flow of trade than Kingston.

PNEUMATIC ELEVATING.

The Oswego Times Express says: In referring to the recent successful experiments at Cleveland with the barge Cyclone, in tarnsferring coal, iron ore and other material, it is suggested that, if this state must have grain transferring apparatus, it would be well to keep in view the pneumatic plan operated by that barge It is claimed that by this method from 20,000 to 50,000 bushels of grain per hour can be transferred from vessels to canal boats or receiving houses. It appears that the bill introduced into the New York senate by Mr. Smith covers the pneumatic as well as the bucket plan. This bill authorizes the state "to provide cheapened facilities at the ports of Buffalo and New York for elevating and transferring grain intended for shipment over the canals and water in and partly within this state, and providing an appropriation therefor." The first section reads: "The superintendent of public works is hereby empowered and directed, within thirty days after the passage of this act, to enter into contract with the lowest bona fide responsible bidder or bidders, to perform the service hereinafter mentioned, with adequate security satisfactory to the superintendent of public works for the faithful performance thereof, to-wit: To construct six floating grain elevators of the latest improved style—bucket or pneumatic—capable of elevating and transferring not less than 10,000 bushels of grain each per hour. Said elevators shall be completed and in readiness for operation on or before September 1, 1887." Two of these elevators shall be used at Buffalo and four at New York, and the charges for handling grain shall be fixed by the legislature.

PORTLAND cement has often been described as the very life of an iron or steel ship; and considering that, as a rule, the tendency to wear and tear from corrosion is much greater on the inside than on the outside of their plating, the substance in question is, says the Engineer, fairly deserving of the confidence reposed in it. If the cement is good and well looked after, the inside surface of the plating from bilge to bilge can suffer no injury whatever from the usual acid water lying in the limbers. Ships have been known to "float upon their cement," one case in particular being that of an old passenger steamer, which, when examined in graving dock by striking the bottom with a hammer, yielded so dead a sound at one place that a closer inspection was made, revealing the unlooked for fact that cement and not iron was being struck. The bottom plating was, indeed, wholly wasted by corrosion at the place which was struck, but so hard was the cement that only by many and vigorous blows was it broken. But cement was cement in those days, and not the adulterated mixture one sometimes comes across in this degenerate age. Moreover, sharp, freshwater sand was used in mixing such cement as that, and not the dirty saline substitute now too commonly employed.

IF there is any law to prevent McNiff & Son from establishing their range lights at the St. Clair Flats this season, we would like to be advised of it in the colums of the MARINE RECORD and the reasons why. Our lights will be better this season than last. MCNIFF & SON.

[A bill was introduced in congress by Mr. Dingley of Maine, to prohibit the establishment of private lights in public waters, but it suffered the same fate that the river and harbor bill did. It failed to pass the house, and did not, therefore become a law. The lighthouse board at its meeting last November, strongly urged the passage of the bill.—ED.]

SELDOM FOUND AMONG THE MARINE NEWS.

That captains often are at sea, when they least think of it. Vessel owners and captains are in search every spring for a reliable firm of whom they can procure equipments for their bedding as: ☞ *Sheets Pillowcases, Tablelinens, Napkins, Blankets, Comfortables, Towels* etc. and we, *Kohn & Company*, proprietors of Boston dry goods store, 123 Detroit street, near corner Pearl street, Cleveland are fully prepared to furnish ☞ *at short notice* the above named articles. ☞ Owing to our extensive manufacturing of all kinds of ☞ navy blue *Flannel Shirts* we have in steady employment seamstresses to attend the same promptly. ☞ Let it be known to every mariner, that we are the ☞ only retailers in this city, who manufacture all *Flannel Shirts* single and double breast, scarlet Flannel *Undershirts* and *Drawers, Overalls, Jean Pants*, we keep in stock and are sold over our counters. Our *new cutter* ☞ will take measures for first class *custom work* in *Cassimere Suits* etc., and all above named working men's garments to which invites Kohn & Company, 213 Detroit, street near corner of Pearl street, Cleveland O.

[*Around the Lakes Continued from 1st Page.*]

SARNIA.

Special to the Marine Record.

The North West Transportation Co.'s steamer United Empire, is receiving necessary repairs and her saloon cabin will be repainted and decorated. Her officers are as follows: Captain, E. Robertson; 1st Mate, Neil Campbell; 2nd Mate, Wm. Kennedy; 1st Engineer, James Brown; 2nd Engineer, James McGee; Purser, George King; Steward, Henry Flack.

The steamer Ontario of the same company is receiving general repairs and repainting. She will have the following officers: Captain, L. Morrison; 1st Mate, Wm. Anderson; 2nd Mate, N. McLeod; 1st Engineer, John Davidson; 2nd Engineer, Frank White; Purser, Ed Marshall; Steward, Samuel McClelland.

The schooner Hercules, Captain Joseph Glass, has been converted into a three and after and has received new decks, three new masts, new booms and gaffs and a new outfit, rigging, ropes and sails.

The steamer Hiawatha, of the River line, has been receiving general repairs and having boiler fixed.

The steamer J. C. Clark, of the River line, has been receiving general repairs. She will probably run as a ferry between Sarnia and Port Huron.

Canadian vesselmen have had enquiries made as to rates for carrying lumber from Georgian Bay to Courtright or Sarnia. The figures named here are $1.75 per thousand.

John McGibbon has purchased the schooner M. L. Brick from Toronto parties, where she is laid up.

Captain P. Kerwin and others have purchased the schooner Sligo from Graham & Horn, Port Arthur, for $6,000. Captain Kerwin will sail her.

Captain Christopher Smith, will command the tug Admiral D. D. Porter.

Captain Wm. Glass, will command the schooner Cataract.

Captain Monroe, of Kincardine, will again command the schooner Azof.

Captain M. McLeod will command the steambarge Mattawan.

Christy, Kerr & Co., have purchased the barge Severn. She will be consort to the steambarge Africa, in the cedar trade between Georgian Bay and Chicago. Captain Alex. Birney of the Africa will be manager of the tow for the company. WILLIAMS.

ST. CLAIR.

Special to the Marine Record.

Simon Langell, shipbuilder, is building a splendid steam ship for the St. Clair Steamship Co.; length over all 288 feet, breadth of beam 40 feet, molded depth 25 feet. Her engine, a compound fore and aft, is 31 and 54x45, with two Scotch type boilers of steel, 12x12 feet each and a wheel 12 feet 4 inches diameter are by S. F. Hodge & Co., Detroit. The engine and boilers are on board and are being fitted up. She will have the American Ship Windlass Co.'s steam windlass and capstan. This very fine steamship is an excellent model. Her bow is not so bluff as many others now building, and she has a fine run aft. She may not be as large a carrier as some, but it is intended for her to make more speed, thereby making up for the difference in her carrying capacity. She is very strongly constructed of timber of more than usual thickness and is thoroughly edge-bolted, diagonally iron strapped, and also has double arches of steel one inch thick, combined width 24 inches; she will have two smoke stacks and will carry four masts. She will be commanded by Captain John Lowe, formerly of the steamship Spokane, who has an interest in her. She has been named the Kaliyuga.

WILLIAMS.

GRAND HAVEN.

T. W. Kirby, of Grand Haven, will next week lay the keel of a new steambarge for Captain Thomas Holland, of Chicago. The new boat will be 128 feet keel, 24 feet beam, and 8 feet hold.

Continued in Supplement.

RETROSPECT.

Special Correspondence of the Marine Record.

TRACY, CAL., April 4.

Referring to the "History of Lake Navigation" in the RECORD of March 10, regarding the loss of the propeller Coburn, I was steward of the propeller Empire, of the N. T. Co.'s line, Captain Patrick McGuire, then running from Cleveland to Duluth, and was in company with the propeller Coburn at St. Mary's canal, both being detained by smoke. We left nearly together, the Coburn stopping at Detour to coal, and passed us again at 4 p. m. At 6 p. m. Captain McGuire made the remark that he would give five dollars if the smoke would clear up so we could find Presque Isle harbor. The words were hardly out of his mouth when the smoke lifted, and as soon as the wheel was put hard a'port she was headed for the opening, the smoke settled down again and all was a blank. Our whistle was blown and the keeper of the dock came down and answered us so that we found the dock. We wooded up and got out some big lines, as it began to blow fresh, and a darker night I ever saw. At 10 p. m. I came out of the engine room, and went to the cabin and heard the whistle of the Coburn. I called the captain out. He said it was her and he went on deck and blew our whistle to try to get her inside, but the smoke was so dense you could not see ten feet distant. We answered her calls for over two hours, and we thought then she, with other boats, had sought shelter at Thunder Bay. We remained all night and till late in the forenoon of the following day when we started down the shore, went a short distance up Saginaw Bay, crossed over and found it very rough. I kept my bed all day with sick headache. At teatime the captain and second mate went out on deck, and the latter got a lead line to take sounding, when we ran on Point au Barque reef. When she struck I got out of my state room and ran aft, supposing we were run into. I saw a large barque, looming up under our stern, and sung out to her to hard a'starboard, as we were out on the rocks. She passed us and was soon out of sight. We jettisoned four hundred barrels of flour, and got off without a leak; started down the lake, and it was a hard matter to find the entrance at Fort Gratiot. We stopped there and entered protest and the first question we asked was whether the Coburn had passed down. The answer was no, and the captain said she was lost. It proved to be true, as on the following afternoon the report came that she had foundered. She had on a number of barrels of silver ore. I kept a record of all passing steamers on my trip and sent them to the Free Press at Detroit. On arriving at Detroit Mr. Ward was on the dock, seeking what information we might have of the missing steamer.

The RECORD is doing a good thing in helping to fix the steering gear. It will come hard to some, but it will be O. K. in time.

Oil on the troubled waters. The time is not far distant when the government will put that on the bill of fare. Every vessel and steamer should be compelled to use it in running before a gale of wind, also on entering a port in a storm. It would lessen the danger of losing a vessel. You will have to come to it sooner or later. To M. H. Dodge & Co., Cleveland, we say, go on with your good work. The sailor boys will rise up and bless you. Yours truly,

JAS. T. BENJAMIN.

PREVENTING LOSS OF LIFE BY FIRE.

Special Correspondence to the Marine Record:

NEW YORK, April 1.

I woke up this morning feeling first rate, for as the yellow sunlight streaked in at my window, gilding the bric-a-brac and paintings, I was reminded that spring was here. Now, you will remember that I wrote an essay, for a prize of $500, offered by the honorable secretary of the treasury for the best method or a device to lessen loss of life by fire on board of steam vessels and railway trains, and I have been looking for the prize money every day, even going so far as to stand off the boarding house boss on the strength of it. When the mail carrier came this morning my heart gave a thrill of joy, for the precious document had arrived—a letter with an official seal upon it. My joy rounded too in an instant when I found my essay returned, without comment. I tell you, Mr. Editor, the new party is doomed to die, for under its reign a poor man, even though he comes from New York, stands no show. I appeal to you, Mr. Editor; I appeal to any true American; I appeal to my friends among the engineering profession, if I was not entitled to the prize. My essay was as follows:

To the Honorable, the Secretary of the Treasury:

I have read with profound interest your circular, asking for literary contributions describing a method or device whereby loss of life, caused by fire on steam vessels and railway trains, may be lessened, and wherein you generously offer a prize of $500 for the best method presented. In submitting the following dissertation I beg of you to at once send me the prize money, either by postoffice money order, express, by messenger or otherwise, just so you get it here in time.

Not being as well informed in railway transit as in marine, I venture to say, however, that the safest method to escape loss of life by burning of railway cars would be to travel entirely by water, or stage coach, and if neither is available, then ride a mule; at any rate, do not ride on the cars.

However, for steamers, under like condition, the scene is somewhat modified, for the direction in which the steamer is running enters largely into the consideration of events when a fire takes place.

If I were to enter fully upon the origin of fire, and the cause that resulted in its discovery by Plutarch, in 1834, it would be taking too much of your valuable time, and you might possibly forget to send the check for the $500 prize money.

If the steamer is headed toward the north it is demonstrated beyond any question of doubt that the safest way to prevent loss of life by burning will be to kill your passengers by some other means; say, by an electric shock, or you could, in extreme cases, throw the passengers overboard and drown them; in either case loss of life by fire is obviated. But if the commander chance not to be a believer in the Malthuisan theory, then it would be a good plan the moment a fire is discovered on board of his steamer, to call all hands out on the forecastle, and put every person in a diver's armor, and let them dive down into the realms of aqueous for safety. It should be borne in mind that many lives are lost by the passengers becoming panic-stricken, while the officers are comparatively cool. In such an emergency it would be well to have a large iron tank, filled with chloroform, from which issues a piece of hose, and when a fire is discovered it would insure safety to stupefy the people before buckling on their armor.

Mr. Secretary, there are some other minor points to be considered, such as having fire-proof safes on every boat to place the passengers in when a fire occurs. If you you would like to have me do so, I will proceed to Washington, and in a personal interview lay the matter before your honor; in fact, any other information I can give you regarding the management of the treasury will be given at the same price.

Respectfully, your obedient servant,

THE SECOND ENGINEER.

MR. J. HUGHS, who has conducted a meat market at 643 Detroit street Cleveland, Ohio for many years, and who has always had a good vessel trade, will open a branch market at Fairport this season with a full line of the best quality of meats, fresh and salt, ham, bacon, lard, sausage etc. Steamboats and vessels supplied promptly at lowest prices. A capable and obliging man will have charge.

G. F. Sheldon & Son, Ashtabula Harbor, are getting their meat market at their old stand, ready for the coming season. Vessel men will find the choicest meats at fair prices, and will receive good treatment.

OUTFIT FOR SALE.

G. F. Sheldon & Son of Ashtabula Harbor have the outfit of the schooner Nevada for sale, cheap. Any parties wanting such an outfit would do well to come and examine, or write for particulars.

NOTICE.

Having made arrangements with the M. L. S. & W. R. R. Co., also with the Wisconsin Central R. R. Co. We shall keep the Tugs Pacific and Cyclone at Ashland, during the season to handle vessels around their respective docks.

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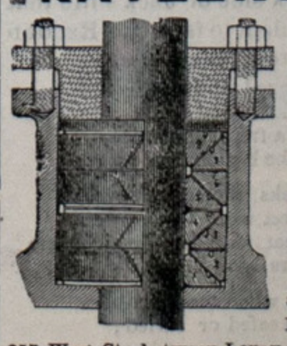

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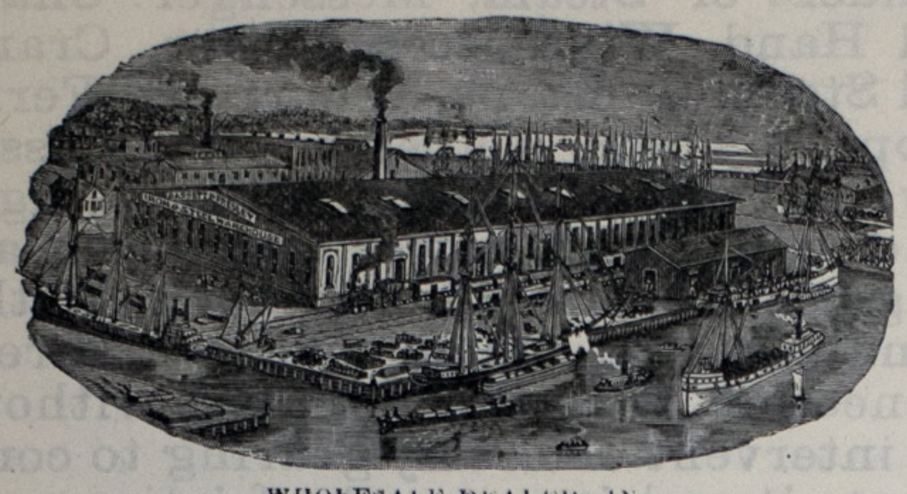

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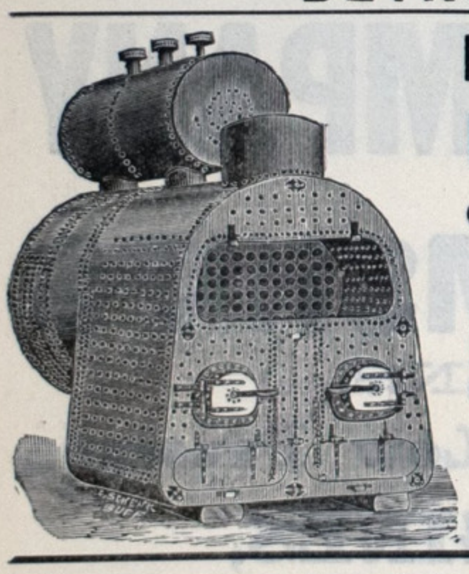

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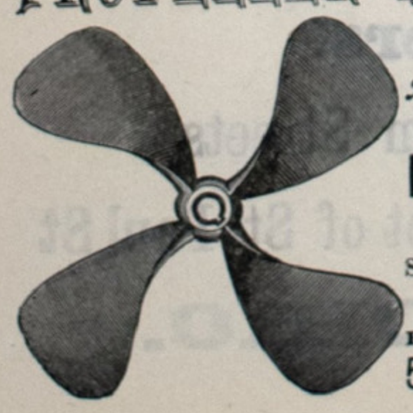

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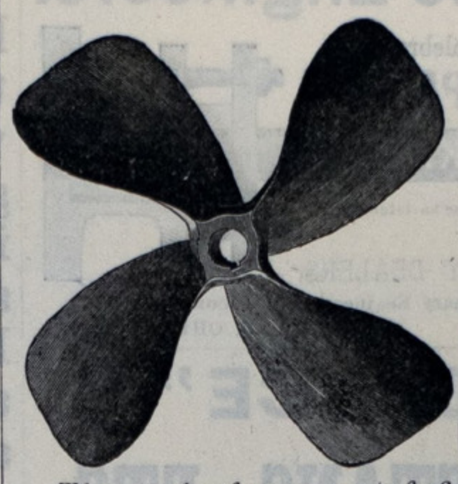

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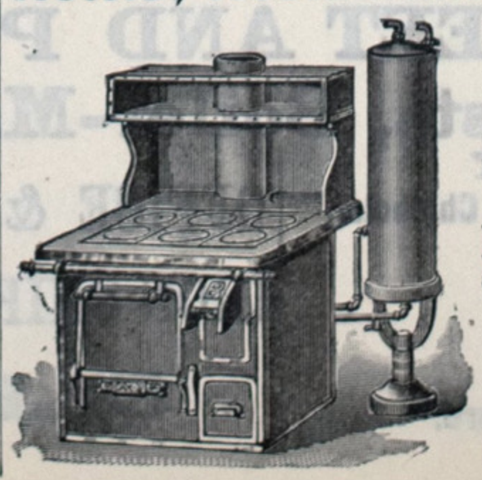

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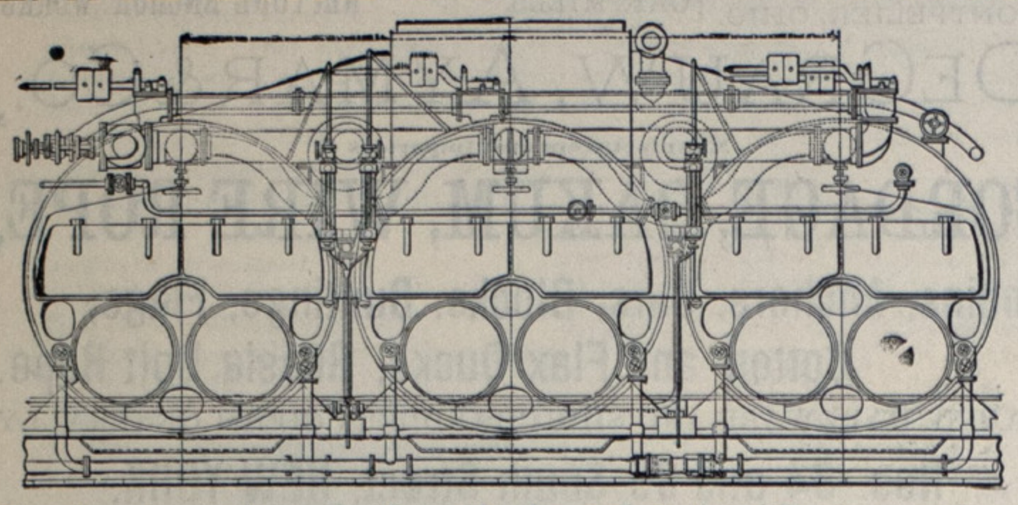

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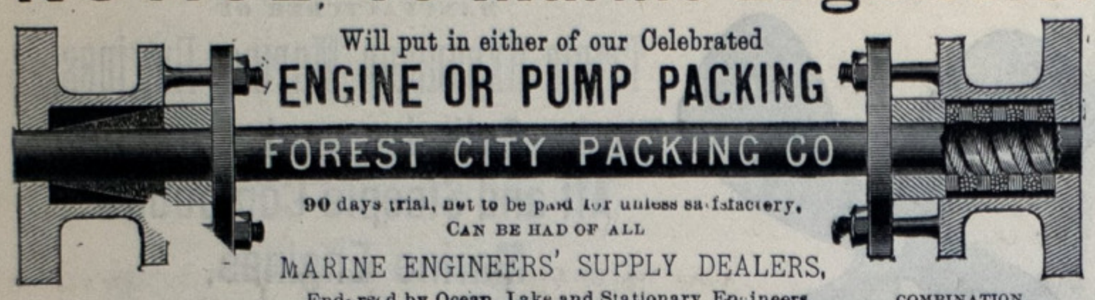
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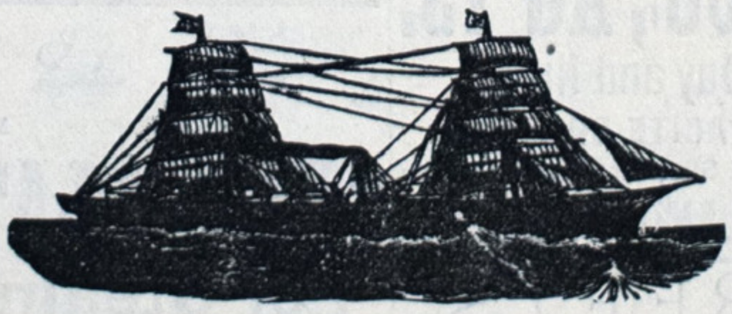

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